

Claims

1. A device for determining the amount of splash water, to which a brake pad is subjected on a wet roadway, including a test brake pad, whose friction lining is constructed to be hygroscopic such that it can absorb at least 5%, preferably at least 10%, water.
2. A device as claimed in claim 1, characterised in that the friction lining contains at least 15vol.%, preferably at least 17vol.%, hygroscopic bonding agent.
3. A device as claimed in claim 1 or 2, characterised in that the friction lining is free of lubricant and, in particular, contains no sulphides or graphites.
4. A device as claimed in one of claims 1 to 3, characterised in that the friction lining is free of abrasive agents and, in particular, contains no Al_2O_3 , no Zr silicate and no SiC.
5. A device as claimed in one of claims 1 to 4, characterised in that the friction pad contains 8vol.% to 12vol.%, preferably 10vol.%, fibres.
6. A device as claimed in claim 5, characterised in that the friction lining contains aramide fibres and/or polyacrylonitrile fibres as the fibres.
7. A device as claimed in one of claims 1 to 4, characterised in that the friction lining contains 6vol.% to 14vol.%, preferably 10vol.%, fibres,

5vol.% to 13vol.% , preferably 9vol.% , rubber,
13vol.% to 21vol.% , preferably 17vol.% , bonding agent,
10vol.% to 18vol.% , preferably 14vol.% , amorphous

quartz,

5 1vol.% to 9.5vol.% , preferably 5.5vol.% , mica,
10.5vol.% to 18.5vol.% , preferably 14.5vol.% ,
magnesium-aluminium silicate,
5.5vol.% to 13.5vol.% , preferably 9.5vol%, potassium
titanate,

10 6.5vol.% to 14.5vol.% , preferably 10.5vol.% , steel
wool, and
6vol.% to 14vol.% , preferably 10vol.% , aluminium
hydrosilicate

15 8. A device as claimed in claim 7, characterised in that
the friction lining contains acrylo nitrile- butadiene
rubber as the rubber.

20 9. A use of the device as claimed in one of claims 1 to 8,
wherein

25 a) the initial mass of the test brake pad is
determined,
b) the test brake pad is installed into a vehicle,
c) the vehicle is subjected to predetermined to
operating conditions,
d) the final mass of the test brake pad is then
determined and
e) the water absorption of the friction lining is
determined from the difference between the initial
30 mass and the final mass.

10. The use as claimed in claim 9, characterised in that
the test brake pad is dried before step d).

11. The use as claimed in claim 9 or 10, characterised in that steps a) to e) are performed for all the brake pads of a vehicle.

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12. The use as claimed in one of claims 9 to 11, characterised in that a threshold value is established for the water absorption and the construction of the vehicles and/or brakes is altered when the water absorption in step e) is greater than the threshold value.

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